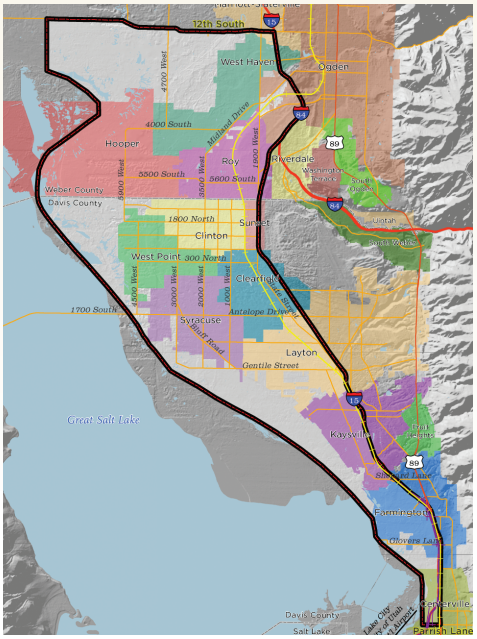
WEST DAVIS CORRIDOR

WEST DAVIS CORRIDOR PURPOSE AND NEED

The Utah Department of Transportation (UDOT) is preparing an Environmental Impact Statement (EIS) for a potential transportation corridor in western Davis and Weber counties. The West Davis Corridor Study is evaluating transportation needs through the year 2040 while considering community and environmental impacts to identify a solution that is a benefit to the West Davis and Weber area.



West Davis Corridor Study Area

Recent input from local communities, agencies, and other interested groups, coupled with field research and traffic analysis, has helped UDOT draft the "Purpose and Need" document for a potential West Davis Corridor. The Purpose and Need, which explains why a project is necessary and what it should achieve, will serve as the criteria in determining a range of project alternatives. An alternative must meet the Purpose and Need in order to be considered for further study.

This two-page summary shares some of the highlights of the draft Purpose and Need document, which is available in its entirety on the project website for your review. We invite you to review the information and provide any comments you may have. After gathering and evaluating your input on the draft Purpose and Need, we will work with you through an open process to consider all possible transportation options, including various modes of transportation, that meet the Purpose and Need of the project.

WHAT IS THE PURPOSE OF THE WEST DAVIS CORRIDOR?

The West Davis Corridor (WDC) is intended to achieve the following primary purposes:

- **Improve Regional Mobility.** Improve regional mobility for automobile, transit and freight trips by reducing user delay on the road system compared to the No-Action conditions through the consideration of all transportation modes.

- **Enhance Peak-Period Mobility.** Enhance mobility during the a.m. and p.m. peak periods for the main travel direction (north-south) to accommodate the projected travel demand in the study area in 2040.

The WDC project will also evaluate the following secondary objectives:

- **Increase the Interconnection between Transportation Modes.** Improve regional mobility by improving the connections between transportation modes such as automobile, transit, bicycle and pedestrian travel compared to the No-Action conditions.

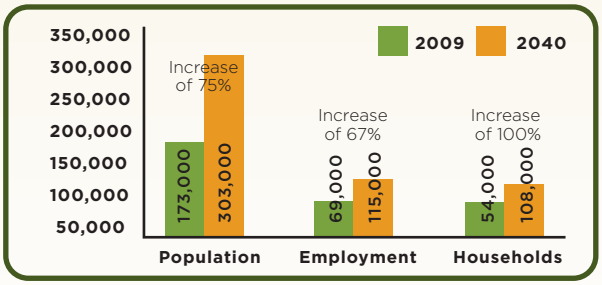
- **Support Local Growth Objectives.** Support the objectives of the adopted local land-use plans for communities west of I-15 in Weber and Davis Counties.

- **Increase Bicycle and Pedestrian Options.** Increase bicycle and pedestrian options consistent with the adopted local and regional plans in the parts of the study area in Weber and Davis Counties.

WHY IS A POTENTIAL CORRIDOR NEEDED?

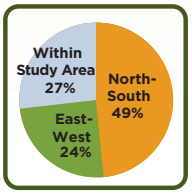
The following transportation needs have been identified:

Growth in Population and Employment. Population in the WDC area is projected to increase by 75 percent between now and 2040 and employment is projected to increase by 67 percent. Large increases in either of these factors over an extended period will substantially increase travel demand.

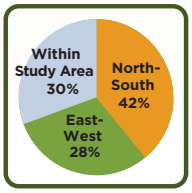


Population, Employment, and Household Growth in the WDC Study Area
Source: State of Utah Governor's Office of Planning and Budget

North-South Travel. Currently, 49 percent of trips to and from work in the study area are in the north-south direction, with an additional 24 percent of work trips in the east-west direction and 27 percent of work trips within the study area. This changes slightly by 2040. Many who travel north or south must first travel east or west to access a major north-south corridor. This causes heavy congestion on the east-west routes.

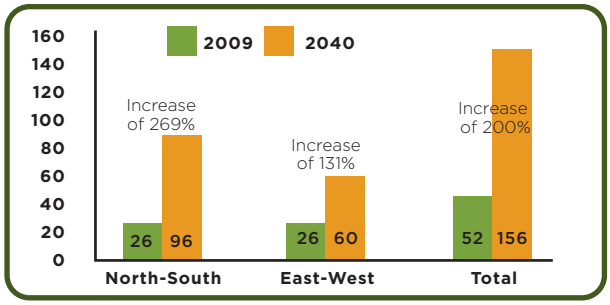


Work Trips in 2009



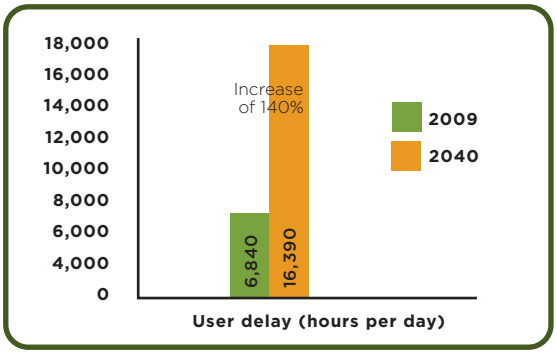
Work Trips in 2040

Increase in Roadway Congestion. The total number of roadway lane-miles congested during the evening commute is projected to increase by 200 percent between now and 2040. North-south congestion is projected to increase by 269 percent, and east-west congestion is projected to increase by 131 percent.



Lane-Miles of Congestion During the Peak Period in the WDC Study Area

Increase in Travel Delay. The amount of extra time the public will spend in traffic is projected to increase by 140 percent between now and 2040. The daily delay is projected to increase from 6,840 hours per day in 2009 to 16,390 hours per day by 2040.



Daily User Delay in the WDC Study Area

Lack of Transit Infrastructure. Limited east-west transit service in the WDC area and infrastructure requires commuters to use personal transportation to access the north-south transit network stations. With the expected increases in travel demand, particularly for work trips, there is a need to improve access to the existing transit system.

Lack of Continuous Pedestrian/Bicycle Infrastructure. Currently there is no continuous north-south or east-west pedestrian/bicycle infrastructure within the WDC area.

HOW CAN I PROVIDE FEEDBACK?

For a copy of the draft Purpose and Need, visit **udot.utah.gov/westdavis** or call 877-298-1991. To provide comments on the draft Purpose and Need through June 7, 2010 or other feedback regarding the study, call 877-298-1991, e-mail **westdavis@utah.gov**, or use the online comment form at **udot.utah.gov/westdavis**.

The traffic data above is derived from the WFRC Regional Travel Demand Model, which is updated on a routine basis. The figures above may change slightly during the EIS process.

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